

WILSON TO RUSSELL.

The Answer of Chairman Wilson of the Railroad Commission to the Charges Made Against Him by Governor Russell.

Raleigh, N. C., August 30.

The following is the reply of Major Wilson to Governor Russell's charges: To Daniel L. Russell, Governor of North Carolina:

Sir:—Your favor of the 25th citing me to appear before you on Wednesday, the 1st day of September, and reply in writing to certain rumors or charges from parties unknown to me, and show cause why I should not be removed from the responsible position as chairman of the railroad commission, agreeable to section 1 of the act creating this commission, was duly received.

In obedience thereto I herewith submit this my answer to each charge in the order as given in your letter. It is drawn by myself, and possibly free from the elegant diction which a lawyer would have imparted, but I feel sure it will carry conviction to an impartial mind.

1. It is not true as alleged that I am "the joint owner with Colonel A. B. Andrews, vice president of the Southern Railway and general political manager of the same for North Carolina, in a certain piece of hotel property known as Round Knob."

2. It is not true "that said hotel is worthless for that purpose except when designated and patronized by the Southern Railway Company as an eating house for their passenger trains."

3. It is not true "that said hotel property has been uncoupled and unused for any purpose for several years past and brought in no revenue to me as one of its owners."

4. It is not true "that it was impossible to use, lease or rent said property unless some understanding, agreement or contract had been made with the Southern Railway Company to designate and patronize the said hotel as a railroad eating house."

5. It is not true as alleged "that I with the other owners of said hotel property have secured an agreement, understanding or contract from the Southern Railway Company to abandon other eating houses and designate Round Knob as an eating house, and by virtue of said arrangements with said railroad that I have been able to lease said hotel property to Otho Wilson for profit."

6. It is untrue as further alleged that I have a son in the employment of the Southern Railway Company at my request and that he was appointed over others entitled to the place by promotion under the practice of the company and this was done for my accommodation and at my request."

I hereby denounce these allegations as made to you by "many persons" as false, and demand the proof.

In explanation I will state that about 1881, Colonel Andrews and myself built this hotel at a cost of about \$8,000. It is not worthless as stated but is a most convenient and beautiful hotel with thirty rooms, closets and baths on each floor; and was leased and run as a hotel for several years with the meals supplied by the proprietors. The property had not been uncoupled for years as charged, but, on the contrary, was leased up to last year at an annual rental of \$500 per annum to a responsible party, with no understanding of any kind with the Southern Railway Company.

In a casual conversation with Mr. Otho Wilson, my recollection is that I spoke of this very desirable property which was then vacant, the lease of Frisard & Company, having expired, and saying that the superintendent of the road had said that if some one would operate and keep a good house, he would make it a dinner house; the hotel at Hickory was then closed and my impression is that Asheville was not then a regular eating house, but of this I am not sure. Mr. Wilson remarked that he was looking around for a boarding house and possibly this might suit her and he would go up and examine the property; this he did and on his return expressed himself as greatly pleased, but said the former lessee had left the property in bad condition and very dirty. He was aware of this and on this account if his mother would put the place in good repair she could have it the first year free of rent—this much for the profit as charged; the message to me about the eating house was not intended for Mr. Otho Wilson, but for me, and before Mr. Wilson's mother ever thought of it and intended for any person I could get who would keep a first class table. The management of the property was left entirely to me and my recollection is that I never mentioned the matter to Mr. Otho Wilson until the hotel was consumed through Mr. Otho Wilson for his mother.

The land upon which the Round Knob property was located, belonged to John Malone, Colonel Crockett and myself. This party owed a debt of about \$3,000 to Mr. Brown, the son of Mr. Brown, who was the only one of the party now living and was alone responsible for the debt. For the hotel itself I paid \$6,000, Colonel Andrews \$2,000. Colonel Andrews' interest being about one-fourth of the hotel with about ten acres of land adjoining. Before the hotel was consumed through Mr. Otho Wilson for his mother, I had no idea that any man in North Carolina seriously considered that my owning a piece of property jointly with Colonel Andrews, and held by us jointly since 1881, and now rented to a widow, which being in addition to a summer residence, and the use of the passenger trains of the Southern railroad, would ever in any way be so construed as to make me in any form under obligations to the Southern railroad. Finding, however, by your letter that there were parties who believed or pretended to believe that this was indirectly a violation of the act, I promptly under advice of friends to avoid "even the appearance of evil" decided my undivided interest in the property to R. M. Brown for his claim of about \$3,000, about the value at the present depreciation of property. This was done agreeable to section 1 of the act to avoid any criticism, by even the captions, as to my conduct as railroad commissioner, and I now have no interest whatever direct or indirect in the property known as Round Knob. Feeling no uneasiness that your fairness as a judge should be so biased as to decide that with the showing made, you could with any pretension of justice remove me from the office now held by the unanimous support of the legislature of North Carolina; for this unprecedented compliment I have never before had an opportunity to return thanks.

As to the charges about my son, I will say that he is no minor as charged, but is 27 years old and is now one of the oldest employes on the division upon which he is stationed. About four years ago the agent at Morganton resigned, my son was his chief clerk and in the very line of promotion, Mr.

E. McBees, general superintendent of the Seaboard Air Line, was at that time superintendent of that division; he had previously promised my son as was told that he would promote him at the first opportunity. Mr. McBees kept his promise. I have no recollection of it, but it is more than probable that I spoke to Captain McBees in his behalf. It would have been a most unnatural father who would have done otherwise. I believe this covers the entire bill of charges. But there are other matters of rumor not in your letter, but calculated to prejudice your mind. I consider it but simple justice to state the facts as to each one. It is charged that when the Seaboard system was endeavoring to give the people cheap rates that I interfered. The following is a copy of orders in the case: (See report of the commissioners to the governor, page 212.) "It appears from press reports that reduced rates have been again ordered to be put in effect from certain points outside of this state to certain points within—clearly causing a discrimination in violation of the long and short haul clause of the act creating the commission. Justice to the local business of the state requires of us to take prompt action. It is therefore ordered by this commission that all roads doing business within the state of North Carolina shall reduce their local tariffs of passenger and freight in the same proportion as has been done by them on their through business."

It was my opinion then that our own folks should at least have as good treatment as outsiders. I drew the order and would do so again under similar circumstances. It is also charged on the streets that the Seaboard system was unfairly dealt with by me in the matter of their proposed change of line at Gaston. The facts are, that the order as given was drawn by Captain McBees, general superintendent of the Seaboard Air Line and is in his own writing now on the records of the commission. The order adopted by him as their order, believing it to be a fair solution of the matter. At least the Seaboard should be estopped from objecting. The charges as made against me are in my opinion so frivolous, that they would have passed unnoticed, had they not been considered as of serious importance by one who holds the exalted position that you do. It is also charged, that my influence during the session of the legislature was exerted to prevent a reduction of rates. The last annual report, submitted by the commission, with no difference of opinion by the commissioners, gave the rates of freight and passengers considered by us as "just and reasonable." In support of our views a comparison of rates of all the states in the union, was made and published. We were sworn officers and made this report in the solemnity of our oaths. During the session of the legislature the members of the commission were invited to appear before the joint committee on railroads and give their views as to the justness of the rates now in force. Two of us responded, I and one, and was given a most respectful hearing by the committee. In my argument the report of the commission was sustained by facts and figures. Nothing since has been shown to convince me that I was wrong. The charge that it was argued by me before the committee that a reduction of rates would be a reflection upon the commission is not warranted by the facts; nothing of the kind was ever alluded to by me—in this I am sure I will be sustained by each member of the committee. In justice to persons who say that I never entered the halls of the legislature during its sessions or expressed my voice except when solicited to do so by its committee.

These facts have been intended to be given without feeling and in a most respectful manner and trust they will be so received by you. In addition to the facts I will say that the state of North Carolina has a constitution which you and I have sworn to support. This constitution and the laws as expounded guarantee protection to its humblest citizen. To a lawyer of change of rates would be a reflection upon the commission is not warranted by the facts; nothing of the kind was ever alluded to by me—in this I am sure I will be sustained by each member of the committee. In justice to persons who say that I never entered the halls of the legislature during its sessions or expressed my voice except when solicited to do so by its committee.

"In all controversies at law respecting property, the ancient mode of trial by jury is one of the best securities of the rights of the people, and ought to remain sacred and inviolable." See also 14th amendment of constitution of the United States which forbids any state to deprive a citizen of life, liberty or property without due process of law. See also decisions of our supreme court: Hoke vs. Henderson, 4 Dever. 1; S. M. Brown vs. Brown, 10 Dever. 545; Buting vs. Gates, 77 North Carolina, page 233; Branson vs. Turner, 70 North Carolina, page 93; Howerton vs. Tate, 70 North Carolina, page 61. Legislature cannot confer on an executive judicial powers—Cooley on constitutional limitations, 2d ed., 100.

(Signed) JAS. W. WILSON.

Personally appeared before me Jas. W. Wilson, who by me being duly sworn, says that the facts stated in the foregoing answer of his own knowledge are true, and those stated on information and belief, he believes to be true. Sworn to and subscribed before me this 1st day of September 1897.

(Signed) H. C. BROWN.

Clerk Board of Railroad Com.

Why not profit by the experience of others. Thousands of grateful men and women have been rendered healthy and happy by the use of Febricure (Sweet Chill Tonic with Iron), a skillful combination of the most approved remedies, which will promptly cure any case of Chills and Fever. It is sold by reputable dealers, who will not ask you to try inferior articles for the sake of extra profit. Guaranteed to cure or money refunded. Sold by J. C. Shepard, J. H. Hardin and H. L. Fentress.

Germany to Ask France to Explain.

Berlin, September 2.—It is asserted upon reliable authority that the German government will demand from France an explanation of the dispatch sent by M. Meunier, the French premier, in reply to the message of congratulation of the Franco-Lorraine Society upon the signing of the Franco-Russian alliance, in which dispatch M. Meunier expressed the hope of a re-union of Alsace-Lorraine with the French republic. Germany, it is announced also, will demand satisfaction for the excesses committed before the German embassy in Paris on the evening of President Faure's return from his visit to Russia.

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GOLD DUST

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Death of Mr. Alfred Martin.

Last night at 9:45 o'clock death removed from our midst one of Wilmington's oldest and most highly esteemed citizens, Mr. Alfred Martin, who was in the 86th year of his age. He died at the residence of his son, Eugene S. Martin, Esq., 520 Dock street.



The above is a true likeness of Mr. Martin. He was born January 4, 1812, in Virginia, and his parents moved to Guilford county, N. C., where he was quite a child. He spent his youth and early manhood in that county and at New Bern, N. C. He removed to Wilmington in 1835, and entered the post-office as the clerk of Christopher Dudley, Jr., then postmaster, continuing in that position till the middle of the year 1837, when he resigned his position to become bookkeeper for the firm of Dickinson & Morris, which firm we are informed, then did the largest business in the state and perhaps in the south. He remained with this firm until its failure in 1843, when he went into the naval stores business with the late Captain Robert G. Rankin, the style of the firm being Rankin & Martin. This relation continued till Captain Rankin's death near the close of the civil war. He continued the naval stores and commission business in his own name until incapacitated by a stroke of paralysis in September, 1887, since which time he has lived in retirement, enfeebled by the effects of the stroke and the weight of years. For the past three years he has been confined to his home, and for about three months has been in bed.

For fifty years or more, up to 1887, Mr. Martin was prominently identified with the commercial interests of Wilmington, holding many honored and prominent positions and entrusted with many great responsibilities, in all relations of life retaining the unqualified respect of his fellow citizens. He was president of the chamber of commerce before and since the war, was a director of the Bank of Wilmington, of the Dawson bank, of the First National bank of Wilmington, and of the Wilmington and Weldon railroad, at different periods in his life. He was one of the aldermen of the city and was acting mayor during most of the time the yellow fever prevailed here in 1862, and for several years sat on the bench of the old county court.

In October, 1837, Mr. Martin married Miss Christian Caroline Dudley, daughter of Christopher Dudley, and she has preceded him to the grave. They had six children, of whom two sons and two daughters survive. His sons are Eugene S. Martin, an able and honored member of the Wilmington bar, and Mr. W. A. Martin, manufacturer of and dealer in naval stores. One of his daughters, Miss Emma Hamblin, married the daring and celebrated Confederate naval officer, Captain J. N. Maffitt, post and contributing to the loss of the iron-clad ram, the Miss Kate Dudley, married Captain Eugene A. Maffitt, likewise a conspicuous and gallant officer in the Confederate navy and one of the officers of the celebrated Confederate cruiser Alabama. These two daughters also preceded him.

From a sketch of Mr. Martin in the proceedings of the Grand Lodge of Masons, we learn that for over fifty years Mr. Martin was a member of St. John's Lodge No. 1, A. F. & A. M., and was one of the oldest and best known Masons in the state. He was made a Master Mason in St. John's lodge in January, 1843, and was always a devoted and ardent student of Masonry. For some years he has been the oldest living member of the lodge. There are perhaps but few men, if any, who have been longer identified with Masonry in this state. He has several times been master of St. John's lodge, was grand master of the Grand Lodge for two terms (from 1857-58, and from 1858-59) and has also served the grand lodge in the capacity of chairman of the committee on correspondence. He has been grand high priest and eminent commander of Wilmington Commandery No. 1, Knights Templar, and has long been a member and officer of the Grand Council of Royal and Select Masters. The lives of few craftsmen have been more conspicuous for devotion to the cause of Masonry and personally illustrative of its moral education. He has always had the highest esteem of his brother Masons and when the Grand Commandery met in Wilmington last spring, they halted in their parade in front of his house and gave him the honor of a grand salute. He was able to appear at his window and returned



the salute and appreciated the honor to the fullest.

The deceased has for many years been a communicant of St. James Episcopal church and a vestryman of St. James parish, this city. The funeral will take place at St. James church this afternoon at 5 o'clock.

Development of Farming Around Wilmington.

Mr. J. S. Funchess, who travels for the drug house of Boykin & Stanley, of Baltimore, has just returned from a three weeks' buggy trip through the country in a radius of seventy-five miles around Wilmington. He tells us that he has covered this territory for the past ten years, and that in all that time he has never witnessed such development from an agricultural point of view.

Many people who formerly depended on naval stores and who did very little farming, have converted their exhausted turpentine orchards into farms and have cleaned up and ditched the swamp lands, and now have magnificent crops. He tells us that Mr. G. B. D. Porter, of Pender county, will make 5,000 bushels of corn this season, and that in Brunswick county he saw cotton that will yield from 1,000 to 1,500 pounds to the acre. The crops are better than they have been for the past ten years, and the development of the farming interests has been wonderful. He thinks there is a great future for farming around Wilmington. Lands are cheap and he sees no reason why homeseekers from a distance cannot be brought here to help develop the country.

Mr. Funchess says also that everywhere he went in the country between Wilmington and South Carolina, there are hundreds of artesian wells that furnish a great supply of pure water, with result that sickness has greatly decreased everywhere.

It is a mistaken idea that a cough acquired during the warm season need not be regarded seriously. Facts prove the contrary. Do not neglect yourself. A simple and effective remedy is at your hand. Parker's Tolu Cough Syrup—is a quick and agreeable remedy for Cough or Cold, Hoarseness, Whooping Cough, or any affection of the Throat or Lungs. Pleasant to take—Children like it. Sold by J. C. Shepard, J. H. Hardin and H. L. Fentress.

Seriously Hurt.

Yesterday at the new Hemenway school building, Mr. George B. New, timekeeper for Mr. James F. Post, the contractor, was very seriously hurt by a piece of board thrown from the scaffolding by Mr. Allie Cooksey, the contractor for painting the building. Mr. Cooksey did not see Mr. New and the board struck him in the head, knocking him to the ground in an insensible condition. It was believed at first that the injured man was dead but he revived and was taken to his home on Third street between Church and Castle streets. He was attended by Drs. Love and Shepard, and last night was in a condition which indicated concussion of the brain. It is hoped, however, that he will recover.

Many of our people here are suffering from nervous troubles, Scrofula, Sores, Rheumatism, Dyspepsia, Catarrh, and other diseases who can be promptly and permanently cured by that sterling remedy "Parker's Sarsaparilla—the King of Blood Purifiers." It has been used by thousands and never known to fail. Only the finest selected purifying tonic herbs and roots are used in its manufacture. It has all the good qualities of other remedies, with none of the bad. Sold by J. C. Shepard, J. H. Hardin and H. L. Fentress.

Bound Over to Court.

In Justice John J. Fowler's court yesterday, Nellie Ryan and Amanda Croom, two white women, charged with keeping a disreputable house, were bound over to the criminal court in bonds of \$50 each.

Rettie Pigford and Ella Patrick, colored, were given a hearing on the charge of perjury and Pigford was bound over to the criminal court in a bond of \$50. Patrick was discharged. During the trial Pigford jumped on one of the women who was a witness, and Justice G. W. Borneaman will try her for assault and battery.

Arrested for Robbery.

Deputy Sheriff J. P. Flynn on yesterday arrested Carrie Sties, Maggie Bland, Rena Davis, Wesley Saunders and William McQueen alias "Black Cat," all colored, charged with robbing a white sailor, named John Lindsey, of between \$70 and \$80 in money and a gold watch and chain, and robbing John Johnson, another white sailor, of \$27 in money and a gold watch and chain. The robbery occurred Wednesday night in a dive on Dock street between Front and Water streets.

Vim, vigor and victory—these are the characteristics of Dr. Witt's Ely's Risers, the famous little pills for constipation, biliousness and all stomach and liver troubles. R. R. Bellamy.

POINTED PARAGRAPHS.

It wheat keeps on it won't be necessary to go to Klondike to pay a high price for something to eat.—Houston Post.

The sugar trust is piling up money. All the other trusts are buoyant and beaming. But the deficit in the federal treasury grows larger and larger every day.—Philadelphia Record.

Does any one suppose that Tammany is not going to put up one of her old time fights when a patrolage of about 60,000 officers hangs on the result.—Indianapolis News.

A well known manufacturer of typewriters, who is also interested in the production of bicycles, told a representative of The New York Press on Thursday last that in a short time there will be formed a bicycle trust. He said: "I know seven large firms who are pledged to go into it."—Philadelphia Record.

SEABOARD AIR LINE LIMITED TRAINS DOUBLE DAILY SERVICE

TO ALL POINTS, NORTH, SOUTH AND SOUTHWEST

Schedule in Effect May 30, 1897.

Train 41.—Leaves Wilmington 3:20 p. m., arrives Lumberton 5:25 p. m., Pembroke 5:46 p. m., Maxton 6:12 p. m., Lumberton 6:23 p. m., Hamlet 6:50 p. m., connects at Hamlet with train 41 for Charlotte and Atlanta, and with train 402 for Portsmouth, Richmond, Washington and points North. Parlor car from Wilmington to Charlotte.

Train 41.—Leaves Portsmouth 9:20 a. m., arrives Weldon 11:41 a. m., Raleigh 1:20 p. m., Sanford 3:06 p. m., Hamlet 3:53 p. m., Rockingham 7:39 p. m., Wadesboro 8:11 p. m., Monroe 9:12 p. m., Charlotte 10:25 p. m., Athens 3:45 a. m., and Atlanta 6:20 a. m. Connection at Weldon with train from Richmond and all Northern points. Pullman sleeper, Portsmouth to Nashville, Tenn.

Train 40.—Leaves Washington 4:10 p. m., Richmond 8:56 p. m., Portsmouth 8:45 p. m., arrives Weldon 11:10 p. m., Raleigh 1:20 a. m., Sanford 3:55 a. m., Hamlet 5:10 a. m., Rockingham 5:22 a. m., Wadesboro 5:54 a. m., Monroe 6:43 a. m., Charlotte 7:50 a. m., Lincolnton 10:20 a. m., Shelby 11:15 a. m., Rutherfordton 12:30 noon, Athens 1:55 a. m., Atlanta 3:50 a. m., and returns at Atlanta for all points South and West. Pullman Sleeper, Washington to Atlanta, and Portsmouth to Chester.

Train 39.—Leaves Hamlet 8:30 a. m., arrives Lumberton 8:46 a. m., Maxton 9:05 a. m., Pembroke 9:31 a. m., Lumberton 9:53 a. m., Wilmington 12:25 noon, connects at Hamlet with trains for Charlotte, Wilmington, Portsmouth, Charlotte and Atlanta. Parlor car, Charlotte to Wilmington.

Train 402.—Leaves Atlanta 1:00 p. m., arrives Athens 3:15 p. m., Monroe 9:30 p. m., leaves Rutherfordton 4:35 p. m., arrives Shelby 5:55 p. m., Lincolnton 6:55 p. m., Charlotte 8:18 p. m., Monroe 9:10 p. m., Wadesboro 10:31 p. m., Rockingham 11:05 p. m., Hamlet 11:20 p. m., Sanford 1:02 a. m., Raleigh 2:16 a. m., Weldon 4:55 a. m., Portsmouth 5:10 a. m., returns 8:21 a. m., Washington 12:31 noon, Pullman Sleepers, Atlanta to Washington and Chester to Portsmouth.

Train 18.—Leaves Hamlet 7:15 p. m., arrives Gibson 7:40 a. m., returns Hamlet 7:50 a. m., Train 17.—Leaves Hamlet 8:40 a. m., arrives Cheraw 5:00 p. m., returns Hamlet 6:20 p. m.

All trains daily except Nos. 17 and 18. Trains make immediate connections at Atlanta for Montgomery, Mobile, New Orleans, Texas, California, Mexico, Chattanooga, Nashville, Memphis, Macon, Florida.

For Tickets, Sleepers, etc., apply to Gen'l Agent, Wilmington, N. C. E. ST. JOHN.

W. B. GLOVER, Traffic Manager. H. W. McBEES, Gen'l Superintendent. T. J. ANDERSON, Gen'l Passenger Agent. General Offices, Portsmouth, Va.

C. F. & Y. V.

Cape Fear and Yadkin Valley Railway

Schedule in Effect May 30th, 1897.

TRAINS LEAVE WILMINGTON.

DAILY. Arrives Fayetteville 3:35 p. m., 12:15 p. m. Sanford 5:02 p. m., Ore Hill 5:53 p. m., Greensboro 7:25 p. m., Mt. Airy 11:00 p. m., connects with Southern Railway at Greensboro. Arriving Salisbury 8:30 p. m., Asheville 12:12 a. m., Knoxville 4:00 a. m., Chattanooga 7:40 a. m., Nashville 1:55 p. m., Atlanta 10:00 p. m., and returns 6:10 a. m., Danville 12:00 noon, Lynchburg 1:58 a. m., Charlottesville 3:25 a. m., Roanoke 6:42 a. m., Baltimore 8:00 a. m., Philadelphia 10:15 a. m., New York 12:45 p. m.

TRAINS ARRIVE WILMINGTON.

DAILY. From New York, Philadelphia, 4:30 p. m., Baltimore, Washington, Charlotteville, Lynchburg, Danville, Mt. Airy, Walnut Cove, Greensboro, Nashville, Chattanooga, Knoxville, Asheville, Salisbury, Atlanta, Charlotte and all points North, South and West.

LOCAL FREIGHT TRAIN NO. 8.

Leave Wilmington 2:55 p. m., arrives Fayetteville 9:15 p. m. Passenger Car attached to this train. J. W. FRY, Gen'l Manager. W. E. KYLE, Gen'l Pass. Agent.

The Clyde Steamship Co.

NEW YORK, WILMINGTON, N. C., AND GEORGETOWN, S. C. LINE.

From New York for Wilmington. CROATAN.....Saturday, September 4. PAWNEE.....Saturday, September 11. From Wilmington for New York. PAWNEE.....Saturday, September 4. CROATAN.....Saturday, September 11. From Wilmington for Georgetown. CROATAN.....Tuesday, September 7. PAWNEE.....Tuesday, September 14.

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ATLANTIC COAST LINE.

Schedule in Effect August 15th, 1897.

Departures from Wilmington.

NORTHBOUND.

DAILY No. 45.—Passenger.—Dun Mag. 9:35 A. M. nolla 10:59 a. m., Warsaw 11:19 a. m., Goldsboro 11:58 a. m., Wilson 12:43 p. m., Rocky Mount 1:20 p. m., Tarboro 1:58 p. m., Weldon 3:25 p. m., Norfolk 4:00 p. m., Washington 4:54 p. m., Richmond 5:50 p. m., Philadelphia 6:55 a. m., New York 6:53 a. m., Boston 7:30 p. m.

DAILY No. 46.—Passenger.—Dun Mag. 7:15 P. M. nolla 8:45 p. m., Warsaw 9:10 p. m., Goldsboro 9:10 p. m., Wilson 11:06 p. m., Tarboro 6:45 a. m., Rocky Mount 11:57 p. m., Weldon 1:44 a. m., Norfolk 2:30 a. m., Petersburg 3:24 a. m., Richmond 4:20 a. m., Washington 7:41 a. m., Baltimore 9:00 a. m., Philadelphia 11:25 a. m., New York 12:30 p. m., Boston 9:00 p. m.

DAILY No. 60.—Passenger.—Dun Jack. except sonville 3:58 p. m., New Bern 5:20 p. m., m. m. Train leaves 2:00 P. M. from Walnut street.

SOUTHBOUND.

DAILY No. 55.—Passenger.—Dun Lab. 4:00 P. M. Waccamaw 5:09 p. m., Chabour 5:40 p. m., Marion 6:43 p. m., Florence 7:40 p. m., Sumter 8:42 p. m., Columbia 10:05 p. m., Denmark 6:30 a. m., Augusta 8:20 a. m., Macon 11:30 a. m., Atlanta 12:15 p. m., Savannah 2:40 a. m., Jacksonville 8:20 a. m., St. Augustine 10:30 a. m., Tampa 6:4 p. m.

ARRIVALS AT WILMINGTON.—FROM THE NORTH.

DAILY No. 49.—Passenger.—Leave Boston 5:45 P. M. ton 1:03 p. m., New York 9:00 p. m., Philadelphia 12:05 a. m., Baltimore 2:50 a. m., Washington 4:30 a. m., Norfolk 5:25 a. m., Petersburg 6:10 a. m., Norfolk 8:40 a. m., Weldon 11:50 a. m., m. Tarboro 12:12 p. m., Rocky Mount 12:45 p. m., Weldon 9:10 a. m., Goldsboro 3:10 p. m., Warsaw 4:02 p. m., Magnolia 4:10 p. m.

DAILY No. 41.—Passenger.—Leave Boston 9:30 A. M. ton 12:00 night, New York 9:30 a. m., Philadelphia 12:09 p. m., Baltimore 2:25 p. m., Washington 4:46 p. m., Norfolk 5:41 p. m., Petersburg 6:12 p. m., Norfolk 8:20 p. m., Weldon 9:43 p. m., m. Tarboro 6:01 p. m., Rocky Mount 6:30 p. m., Weldon 9:10 a. m., Goldsboro 3:10 p. m., Warsaw 4:02 p. m., Magnolia 4:10 p. m.

DAILY No. 91.—Passenger.—Leave New except Bern 9:20 a. m., Jacksonville Sunday 10:42 a. m. This train arrives at 12:40 P. M. Walnut street.

FROM THE SOUTH.

DAILY No. 54.—Passenger.—Leave Tampa 12:15 P. M. ton 8:00 a. m., Jacksonville 6:35 p. m., Savannah 12:50 night, Charleston 5:30 a. m., Columbia 6:50 a. m., Atlanta 8:20 a. m., Augusta 8:35 p. m., Denmark 4:55 p. m., Sumter 6:45 a. m., Florence 8:55 a. m., Marion 9:34 a. m., Chabour 10:30 a. m., Waccamaw 11:06 a. m.

Train on the Scotland Neck Branch Road leaves Weldon 4:10 p. m., Halifax 4:28 p. m., arrives Scotland Neck 5:10 p. m., Greenville 6:57 p. m., Kinston 7:55 p. m., returning leaves Kinston 7:50 a. m., Greenville 8:52 a. m., arriving Halifax at 11:15 a. m., Weldon 11:35 a. m. Daily except Sunday.

Trains on Washington Branch leave Washington 8:30 a. m. and 1:00 p. m., arrive Fayetteville 8:10 a. m. and 2:40 p. m., turning leave Fayetteville 10:10 a. m. and 6:30 p. m., arrive Washington 11:40 a. m. and 12:20 p. m. Daily except Sunday.

Train leaves Tarboro 4:10 p. m. daily except Sunday, 5:30 p. m., Sunday 4:05 p. m., arrives Plymouth 7:40 p. m. and 6:00 p. m., returning leaves Plymouth daily except Sunday 7:50 a. m., and 6:00 a. m., arrives Tarboro 10:05 a. m. and 11:00 a. m. Train on Midland N. C. Branch leaves Goldsboro 10:00 a. m., returns 1:30 p. m., arriving Smithfield 8:30 a. m., returns 1:30 p. m., arrives at Goldsboro 10:25 a. m.

Train on Nashville Branch leaves Rocky Mount at 4:30 p. m., arrives Norfolk 5:10 p. m., Spring Hope 5:30 p. m., returning leave Spring Hope 8:00 a. m., Nashville 8:35 a. m., arrives at Rocky Mount 9:05 a. m. Daily except Sunday.

Train on Clinton Branch leaves Warsaw for Clinton daily except Sunday, 11:15 a. m. and 4:10 p. m., returning leaves Clinton 7:00 a. m. and 6:00 p. m. Daily except Sunday.

Florence Railroad leaves Pee Dee 9:15 a. m., arrive Latta 9:30 a. m., Dillon 9:42 a. m., Latta 10:00 a. m., returning leave Rowland 6:10 a. m., Fayetteville 6:30 p. m., Latta 6:44 a. m., Pee Dee 7:09 p. m., daily.

Trains on Conway Branch leave Hub 8:30 a. m., Chadbourn 9:40 a. m., arrive Conway 1:00 p. m., leave Conway 5:00 p. m., Chadbourn 5:40 p. m., arrive Hub 6:20 p. m. Daily except Sunday.

Central Railroad leaves Raleigh 7:00 p. m., arrive Lanes 7: